

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China, and Japan.

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STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

7,056

ALEXANDRIA, SATURDAY, NOVEMBER 26, 1904.

EIGHT PAGES P.T. 1.

Peninsular & Oriental S. N. Company.

The following steamers are intended to leave Port Said on or about the following dates:—

“MALAYA”	4,645	Tons	27 November	for	Malta and London.
“SUMATRA”	4,407	"	28	"	Malta and London.
“OCEANIA”	6,610	"	28	"	Malta, Plymouth and London.
“EGYPT”	7,012	"	5 December	"	Malta, Plymouth and London.
“MALTA”	4,210	"	12	"	Malta and London.
“SARDINA”	6,574	"	13	"	Malta, Plymouth and London.
“MACEDONIA”	10,513	"	13	"	Malta, Plymouth and London.
“MARMORA”	10,469	"	19	"	Malta, Plymouth and London.
“PEACE”	7,589	"	20	"	Malta and London.
“SUNDIA”	6,574	"	20	"	Malta, Plymouth and London.
“CHINA”	9,712	"	26	"	Malta, Plymouth and London.

Port-Said to London via Brindisi.

The BRINDISI steamer leaves PORT SAID after arrival of Indian Mail. Combined steamer and sleeping car fare from PORT SAID to LONDON via BRINDISI or via MARSEILLES £25.9.11.

To the East

The MALESIA leaves SUEZ for ADEN and BOMBAY every Wednesday, and for AUSTRALIA and CHINA every alternate Wednesday. A steamer leaves for CALCUTTA, fortnightly, and another for JAPAN. Passengers can embark at PORT SAID.

For all further information apply to the Company's Agents.

Messrs. T. COOK & SONS (Egypt) Ltd.

CAIRO.

MESSRS. HOTEL, EGYPT.

PORT SAID.

MESSRS. HAWTHORN & CO.

ALEXANDRIA.

F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt. SUEZ. 81-12-90

Orient-Pacific Line of Royal Mail Steamers.

OUTWARDS to AUSTRALIA.
B.M.S. *Orcades* will leave Suez about Dec. 10
“Orion” Dec. 18

HOMeward to NAPLES, MARSEILLES, GIBRALTAR, PLYMOUTH, LONDON, TUNIS, etc.
B.M.S. *Orion* will leave Port-Said about Dec. 6
“Orissa” 19

N.B.—Homeward steamers are sometimes before their advertised dates.

Passengers landed and embarked at Lamassu, regular sailings permitted, free of all extra charge.

Passenger to Naples. 1st Class, £11 2nd Class, £7 3rd Class, £4 8/-

“to Marseilles. “ “ 10 “ “ 6 10/-

“ “ “ “ 10 “ “ 6 10/-

“ “ “ “ 10 “ “ 6 10/-

Return tickets no longer issued, but passengers paying the full fare in one direction are allowed an abatement of 20% if return voyage is made within six months of arrival.

Agents, Cairo—T. COOK & SONS, Alexandria—B. J. MESS & CO. — For all information apply to Wm. STAPLEDON & SONS, Port-Said and Port-Tewfik (Suez). 81-12-904

BIBBY LINE MAIL STEAMERS.
SPECIAL REDUCED RATES DURING THE SUMMER SEASON.

OUTWARDS to COLOMBO, TUTICORIN, etc., and BANGKOK
S.S. *Warrickshire*, 1,964 tons, will leave Suez about December 7.
S.S. *Chester*, 5,712 tons will leave Suez about December 21.

HOMeward to MARSEILLES and LONDON.
S.S. *Worcester*, 5,712 tons will leave Port-Said about Nov. 29.

FARES from Port-Said to Marseilles £12.0.0. London £17.0.0. COLOMBO £25.0.0. BANGKOK £37.0.0.

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Greece-Turkey Line.

Express steamers leave Alexandria every Wednesday at 6 p.m. for PILSEUS (Athens), SMYRNA (Mytilene), and CONSTANTINOPLE, in connection with the Orient Express train-de-luxe for Heidelberg, Vienna, Paris, and London.

Palestine-Syria Line.

Express steamers leave Alexandria every Sunday at 6 p.m. for JAFFA (Jerusalem), CALYPA (for Damietta), BRITANNIA, ALEXANDRIA, MAMISINA, continuing in alternate weeks to KARMACCA and LIMASSOL (Cyprus).

Red Sea Line.

Steamers leave every Thursday at 8 p.m. for JEDDAH, calling as required at TOB (for Mount Sinai) and YAMBO, and continuing in alternate weeks to SUAKIM, MAMOWAH, HODRIDAH, and ADMAN.

N.B. Deck chairs provided for the use of passengers, excellent saloons and table wine free.

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L'EGYPTIAN GAZETTE est en vente dans les rues du Caire tous les soirs, à 7h. 30, excepté les dimanches et jours fériés. Le journal est aussi en vente au gare du Caire, d'Alexandrie, de Tantah de Damiette, de Kafr-Yusuf et de Zagazig. Prix du numéro de feu. 1 P.T.

NOTICE.

Mr. W. Ernest Walton has arrived in Egypt and is now residing at Hotel du Nil, Cairo. All retailers of post-cards should without fail see the collection which he has now at his disposal for the Egyptian market. This collection is unique in the world. No time nor expense has been spared in the production of these post-cards, which are veritable reproductions of aquatiles.

NOTICE.

Mr. P. P. Graves is the Correspondent of the Egyptian Gazette at Cairo. All communications for him should be addressed to Pension Wale, Sharq-el-Mauak.

IND, COOPE & Co., Ltd.

BREWERS,

BURTON-ON-TRENT AND ROMFORD.

PALE ALE & DOUBLE STOUT,

SPECIALLY BREWED FOR EXPORT.

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MANUFACTURE HIGH-CLASS CIGARETTES ONLY.

Latest Award: Grand Prix St. Louis 1904.

"AL HAYAT." HELOUAN.

FIRST CLASS HEALTH RESORT. Unrivalled position on the Mokattam Hills 96 mètres above the Nile surrounded by desert. Every modern appliance. Resident Medical Director. Illustrated Prospectus sent free on application.

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SODA WATER, LEMONADE, & GINGER ALE.

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Agent:—JOHN B. CAFFARI,

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SHEPHEARD'S HOTEL

THE PREMIER HOTEL IN EGYPT.

Restaurant and Grill-room open also for residents.

Moto-car running to Ghezireh Palace, and vice-versa.

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CAIRO-SAVOY HOTEL.

Will Open To-day.

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PAGNON'S HOTELS, LUXOR.

LUXOR HOTEL.—This old established hotel, accommodating 130 guests, is situated amid beautiful gardens with entrance from river. Excellent Doctor and Anglican Chaplain, Billiard Rooms, bar, Electric Light, and all the conveniences of a first-class European Hotel. Tennis Court.

KARNAK HOTEL.—Under same management. Beautifully situated on river. Nice gardens. Guests taken on pension. Moderate terms. Excursions arranged to Thebes, Karnak, etc.

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NAPLES BERTOLINT'S PALACE HOTEL.

OPEN ALL THE YEAR ROUND—REDUCED PRICES FROM MAY TO DECEMBER—COOL, BREEZY, ELEVATED SITUATION.

N. SPATHIS

CAIRO
Ezbekieh.

ALEXANDRIA
Rue Averoff.

Soda Water, Lemonade, Ginger Ale, Ginger Beer, Tonic Water

Pomegranate, Orangeade, Pineapple, Champagne Cider, etc., etc.

Water guaranteed by CHAMBERLAIN'S FILTER (FARRER'S SYSTEM).

Inventor of WHISKY & SODA and BRANDY & SODA, bottled ready for use.

BOLS AGENT IN EGYPT AND SUDAN FOR

ROURDAE, WINES & COGNAC

REHMI, CHAMBERLAIN'S XXXXX Whiskey

WINNSADEN, Rhine and Moselle Wines.

MACKIE & CO., GLASGOW Lager, White Horse Cellar, & other Whiskies.

DUNVILLE & CO. LTD., BELFAST, Old Irish Whiskies.

W.M. LANAHAN & SON, BIRMINGHAM Monongahela XXXXX Whiskey

THE COOK & BERNHEIMER CO., O.D. Valley Whisky & Gold Lion Cocktails.

STONE & SON, LONDON GUINNESS'S Stout & Bass Pale Ale

FREUD BALLOR & CO., TOAMIO, Vermouth.

PIERRE BISSET, CHATEAU, Vermouth & Aperitifs.

TERABONA TEA COMPANY, LTD., TOSA.

Depot for Prince Metternich's "Biederdaquell" the best mineral table water in the world.

Great assortment of Wines, Spirits, Liqueurs, of the finest Brands, etc.

18-1-905

THE ARTESIAN BORING AND PROSPECTING COMPANY.

(SOCIÉTÉ ANONYME)

CAIRO, 28, SHARIA-EL-MANAKH,
(OPPOSITE IMPERIAL OTTOMAN BANK).

I. Installation of complete Water supplies for drinking, agricultural, and industrial purposes by means of artesian wells.

II. Deep borings for prospecting purposes in all conditions of soil.

WATER SUPPLY INSTALLATIONS HAVE ALREADY BEEN SUCCESSFULLY

CARRIED OUT FOB:

Ahd-el-Maqid el Abd Bey, Chorbeh-el-Namish, 4,000 cubic metres per day.

Société Anonyme des Moulins d'Egypte, Cairo : 700 cubic metres per day.

Brasserie des Pyramides, Cairo : 1,000 cubic metres per day.

Shukr Bey-el-Khoury, Talihi : 4,000 cubic metres per day.

A. Leban, Ice manufacturing plant, Alexandria : 700 cubic metres per day, etc.

34,487-18-1-905

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TO-DAY'S TELEGRAMS.

THE WAR.

RUSSIANS REPULSED.

LACK OF PROVISIONS.

CHUN CHUSES TROUBLING.

ST. PETERSBURG, November 25. The Russian correspondents at Mukden dwell upon the difficulties of obtaining food, forage and fuel, especially the last. Without fuel, the huge blocks of ice from the river and wells cannot be melted, thus rendering the question of a water supply an insurmountable problem. Meanwhile, the Chun-chuses are swarming everywhere. They recently blew up the railway in six places. (Reuters.)

TOKIO, November 25. The Russian infantry early yesterday morning made a series of attacks on the Japanese outposts, but were repulsed. Their artillery simultaneously bombarded the Sha-Hai railway bridge but without damaging it. (Reuters.)

PORT ARTHUR.

THE JAPANESE POSITION.

LONDON, November 25. Reuter's correspondent before Port Arthur, cabling on the 23rd inst., states that the only permanent forts in the possession of the Japanese are the two Pauling forts, which were captured last August. They, however, also hold various advance works and redoubts. (R.)

LONDON, November 25. Reuter's correspondent before Port Arthur further states that the advance works held by the Japanese comprise a number of important positions, including the outer galleries and moats of the two Erh-lung-shan and North Keckwan-shan forts. (Reuters.)

NORTH SEA INQUIRY.

CONVENTION SIGNED.

NO DIVERGENCE OF VIEWS.

ST. PETERSBURG, November 25. Count Lamsdorff and Sir C. Hardinge have signed the Convention of the Arbitration Tribunal regarding the Hull incident. (Havas.)

ST. PETERSBURG, November 25. Sir C. Hardinge and Count Lamsdorff have signed the Injury Convention. (Reuters.)

ST. PETERSBURG, November 26. The text of the Convention embodies the original draft with slight modifications. There has never been any serious divergence of views during the negotiations, and the discussions have been of the most amicable kind. (R.)

GENERAL NEWS.

GERMAN NAVY.

INCREASE IN ESTIMATES.

BERLIN, November 25.

The German Navy Estimates show an increase of about 16,500,000 marks. The new constructions will include a river gunboat for Asia and a steamer for laying mines, the construction of which is the fruit of lessons learned in the Russo-Japanese war. A special mining detachment will also be formed. (R.)

FRENCH PROTECTORATE OF CHRISTIANS.

M. COMBES A PARTISAN.

PARIS, November 25.

The Chamber of Deputies is debating on the Foreign Office Budget.

M. Combes has declared himself a partisan of maintaining the protectorate of the Christians in the East. (Havas.)

THE CRETIEZ CASE.

ANNECY, November 25.

The Cretiez have been sentenced to one year's imprisonment. (Havas.)

MANCHESTER RACES.

LONDON, November 25.

Owing to frost and snow, the Manchester races have been abandoned. (Reuters.)

CARLTON HOTEL,

Bulkeley, Ramleh.

First-Class Hotel. Newly built. See *breezes*. Dry Air. Near train station, the promenade, and Mustapha Pasha Barracks, Garden, Lawns, Tennis. Good cuisine. Mod. rate charges. Open all the year round. C. Aquilina, proprietor. (Late of *Thos Cook & Sons*.)

Gen. Manager, Twelfth Palace Hotel, Helouan.

22440-24-11-905

LOCAL AND GENERAL.

SIGNS OF THE SEASON.—The Savoy Hotel opens to-day.

STRAY AND OWNERLESS DOGS found in the Moharem Bay district this evening will be poisoned by the Alexandria police.

CLEOPATRA'S NEEDLE.—There is said to be a crack in one of the supporting clutches of Cleopatra's Needle, on the Thames Embankment.

A MAIL FOR EUROPE, via Port Said and Brindisi, will be made up at the G.P.O., Alexandria, and despatched at 8.30 a.m. next Monday.

THE KHEDIVIAL OPERA HOUSE.—The Government will shortly come to a decision as to what improvements should be at once carried out at the Cairo Opera-house.

A. L. M. & D. S.—We are asked to state that the A. L. M. & D. S. concert arranged for the 3rd proxo, has unavoidably had to be postponed to the 10th of next month.

RED SEA LIGHTKEEPERS.—We beg to acknowledge the receipt of three parcels of books and magazines from Judge Marshall for the Red Sea lightkeepers.

RAILWAY COLLISION.—Last Thursday night, the goods train which left Suez at 9 o'clock collided at Fayed station with the passenger train coming down to Suez, owing to some mistake. Six passengers were injured.

AGRARIAN DISPUTES AT MARIOUT led to a serious disturbance yesterday morning. One Bedouin was mortally wounded and a number of others were more or less seriously injured. A number of arrests have been made.

A CURIOUS ACCIDENT.—The heavy steamroller, which was being used in re-macadamizing the street running along the Ismailia Canal, in Cairo, capsized on Thursday last. The engineer and fireman escaped unharmed, but the roller was smashed.

THE NATIVE BAR.—The council of discipline of the Beni-Souel Native Court has decided to disbar a Fayoum advocate because he made love to a Syrian married woman and induced her to leave her husband and children for his sake.

HOTEL ABBAT.—The robbery from an Alexandrian hotel announced in yesterday's issue as having occurred at the Hotel Abbat, has been perpetrated at another hotel here. The name of that hotel was erroneously given to us by one of our staff of reporters.

CAIRO MIXED COURTS.—The new Court of Summary Justice at the Cairo Mixed Courts has not met with the approval of the Bench or Bar, as the tumult continually arising from Attaba-el-Khadra-square is deafening and the noise makes it very into the Court.

SUEZ CANAL.—On the 22nd inst. 13 vessels passed through the Suez Canal. Of these, 11 were British and 2 German. The transit and passenger dues for the day amounted to 354,820.23 francs. The total transit and passenger dues collected from the first to that date on 282 vessels amounted to 7,503,706.15 francs.

EXPERIENCE EASILY OBTAINED.—This may be had, when out for a promenade, for instance, by taking a trial lesson in English, French, German, Arabic, Italian, or Greek, at the Berlitz School in Cairo, No. 1, Sharia Kamel, or in Alexandria, 26, Rue de l'Eglise Copte. The public will have been interested to learn that the Berlitz system, which has already obtained the highest awards at different exhibitions, has just received the Grand Prix at the St. Louis Exhibition. [Advt.]

BRITISH RECREATION CLUB.—An interesting and instructive series of lectures has been commenced by Dr. Madden, on Tuesday evenings for gentlemen and on Wednesday afternoons for ladies, on "First Aid to the Injured." It is under the auspices of the St. John's Ambulance Association. Candidates for examination must attend at least four lectures. Crookshank Pasha will be the examiner. It is needless to remind our readers that His Majesty the King is the head of the Order.

COST OF LIVING IN EGYPT.—"Coelib," writing from Cairo, says:—My advice to the housewife who recently addressed you from Abbassieh upon this subject, is hardly likely to be followed, for I have the misfortune to be an old bachelor and, therefore, from a certain point of view, one of life's failures. However, I would tender my experience—extending over more years than I care to remember—for what it may be worth. I find the best plan is to pay my cook an agreed sum *per diem* and see that I get a fair amount of board for my expenditure. I dare say he makes something out of me in excess of his wages, but I believe he would make more if I were to board myself, and by my present arrangement I am saved endless trouble and vexation. Of course, I can well see the objection which a thrifty housewife would raise if she were to be told by her lord and master to follow this system. She would not be enabled to make those little economies which she could squander in finery, carriages, and what she would be pleased to denominate in generic terms "keeping up appearances." I, of course, would say, "so much the better"; but, then, I am perhaps incapable of judging. However, if my counsel is rejected by married couples, it may still prove serviceable to the single of both sexes, of whom, I presume, there are a few still remaining.

BECK & CO'S PILSENER BEER BREMEN.

AS SUPPLIED TO THE LEADING CLUBS IN EGYPT. Obtainable from every Respectable Firm IN CAIRO, ALEXANDRIA & THE SUDAN.

Others will apply to

E. J. FEURENT, F. MICALLE, Sole Agent.

11, Rue Mamel, ALEXANDRIA.

EDEN PALACE HOTEL CAIRO.

Open all the year round.

ELECTRIC LIGHT, - LIFT, - MODERATE CHARGES

22440-24-11-905

THE KHEDIVE

The Khedive left Alexandria for Cairo by special train yesterday afternoon after visiting his railway at Mariout.

His Highness arrived at Abdeen Palace from Koubbeh this morning, and in the afternoon will receive in private audience Prince Ibrahim Pasha Hilmy and his Beatitude the Orthodox Coptic Patriarch.

COUNCIL OF MINISTERS.

The Council of Ministers will meet to-day at 3 o'clock at Abdeen Palace, under the presidency of the Khedive, to pass the Budget for 1905.

BRASSERIES DES PYRAMIDES.

THE NEW ISSUE.—The subscription for the new issue of 5,000 shares in the Brasseries des Pyramides has been covered seven times over in Cairo alone. The subscription opened yesterday and closed to-day at midday.

FIELD DAY AT KHARABA.

The companies of the 2nd Battalion Royal Berks Regiment still remaining at Mustapha proceeded by rail to Kharaba yesterday for field operations. They attacked the outpost position held the previous night by the two companies of the battalion which are encamped in the vicinity of Kharaba, and a very interesting field day resulted.

The Brigadier-General witnessed the operations. The headquarters of the battalion returned to barracks on completion.

The two companies rejoin headquarters at Mustapha by march route to-day, on conclusion of a week's training.

THE 20TH HUSSARS.

The 20th Hussars and details, which are proceeding home by the transport *Dunera* from Alexandria on 2nd December, will leave Abbassieh by special train at 9 a.m. on the 1st proxo., arriving at Gabbari quays at 2.45 p.m.

A FISHERIES DEPARTMENT.

The Ministry of Finance has decided in principle on founding a new Fisheries Department early next year.

BUBONIC PLAGUE.

During the week ending yesterday, 2 cases of bubonic plague (both of the pneumonic form) were reported from El Azar, Toukh markaz, Galionieh province.

The usual quarantine restrictions have been reinforced to-day.

CATTLE PLAGUE.

During the week ending yesterday, 13 deaths from bovine typhus were reported from the whole of Egypt (1 in the Gouvernement of Cairo and 12 in the lower provinces), against a total of 20 during the previous week, showing a decrease of 7. During the corresponding week of last year 497 fatal cases were reported. Since the commencement of the epidemic 146,573 deaths have occurred, which are distributed as follows: Gouvernatz, 853; Lower Egypt, 53,595; Upper Egypt, 92,125. No new localities were reported infected during the last week. 52 serum inoculations have been effected.

THE PHARMACY AGITATION.

The *Journal du Caire*, of yesterday's date, made the following announcement:—

"On sait que les pharmaciens du Caire avaient élu un Comité chargé d'établir un memorandum sur le règlement des pharmacies. Ce Comité ayant achevé sa tâche a soumis son memorandum au directeur général des Services sanitaires.

"Mais quels ne furent pas l'étonnement et la surprise des délégués des pharmaciens lorsqu'ils apprirent que le directeur des Services sanitaires était contraint à toute modification du règlement, et qu'il n'avait accepté que le renvoi de la date de son application."

We are authorised to state that the Sanitary Administration has not shown itself "contraire à toute modification," and the statement of our contemporary is without foundation. The authorities are quite ready to treat the demands of the pharmacists of Cairo and Alexandria with all due consideration.

COST OF LIVING IN EGYPT.

"Coelib," writing from Cairo, says:—My advice to the housewife who recently addressed you from Abbassieh upon this subject, is hardly likely to be followed, for I have the misfortune to be an old bachelor and, therefore, from a certain point of view, one of life's failures. However, I would tender my experience—extending over more years than I care to remember—for what it may be worth. I find the best plan is to pay my cook an agreed sum *per diem* and see that I get a fair amount of board for my expenditure. I dare say he makes something out of me in excess of his wages, but I believe he would make more if I were to board myself, and by my present arrangement I am saved endless trouble and vexation. Of course, I can well see the objection which a thrifty housewife would raise if she were to be told by her lord and master to follow this system. She would not be enabled to make those little economies which she could squander in finery, carriages, and what she would be pleased to denominate in generic terms "keeping up appearances." I, of course, would say, "so much the better"; but, then, I am perhaps incapable of judging. However, if my counsel is rejected by married couples, it may still prove serviceable to the single of both sexes, of whom, I presume, there are a few still remaining.

STEAMER MOVEMENTS.

The Florio-Rubattino S.S. *Po*, having left Measina twelve hours after her advertised time, is not due here till Monday morning, 25th inst.

The Moss line *Ramesses* arrived at Liverpool yesterday afternoon. The Khedivial express mail S.S. *Ismailia* will leave Alexandria on Wednesday for Piraeus, Smyrna, Mitylene, and Constantinople.

THE BALTIC FLEET.

ARRIVAL AT SUEZ.

DESTROYERS PATROL.

POLICE EVERYWHERE.

INTERNATIONAL AMENITIES.

SAILS TO-MORROW.

(FROM OUR CORRESPONDENT).

Suez, November 25. 6.20 p.m.

Seven destroyers of the Baltic Fleet arrived here safely in the afternoon and anchored in the bay. Two of the destroyers keep patrolling, no doubt through fear of attack. Several police launches are guarding the ships. All the men are posted for action.

Nine transports are arriving here to-night. The two battleships and three cruisers anchored in the Bitter Lakes are expected to arrive to-morrow forenoon.

Suez, November 26. 8.10 a.m.

The Russian transports are still in the Canal. They have now passed Kilo. 133 station. The cruisers and battleships are following. They will all arrive at Suez between ten and eleven o'clock this morning.

The French yacht *Fiorentina* is apparently preparing for departure. The British yacht *Emerald* is still here, as well as the seven destroyers. All the latter have on board wireless telegraphy apparatus.

The British cruiser *Fox* is coaling on the Canal banks and is closely guarded. No sailing boats are allowed in the bay.

Suez, November 26. 10 a.m.

The Baltic Squadron has been sighted, having safely passed 146 station. The Coast Guard cruisers *Abbas* and *Nour el Bahr* have received orders to hold themselves in readiness.

Suez, Nov. 26. 10.40 a.m.

The battleship *Navarin*, towed by the tug *Robust*, and the *Sissoi Valik*, towed by the *Titan*, have safely passed the last station. The transports are following. Police are stationed everywhere.

Suez, Nov. 26. 11 a.m.

The cruisers *Alma*, *Svetlana*, and *Yemanch* have arrived safely.

Suez, Nov. 26. 11.45 a.m.

All the ships of the Baltic squadron have arrived safely and are anchored in the Bay.

The British cruiser *Hermione* saluted the Admiral's ship *Sissoi Valik*, which returned the salute. The *Navarin*, while passing the cruiser, played "God save the King" and afterwards struck up the "Marseillaise."

Port Said, Nov. 26. 12.45 p.m.

The Baltic Fleet sails to-morrow. The Coast Guard cruisers will escort them down the Suez Gulf.

RUSSIAN OFFICERS INTOXICATED.

A Port Said correspondent informs us that half-a-dozen of the Russian officers became greatly inebriated on the day of their arrival in that port, but fortunately no "incident" occurred during their stay.

SUPREME CONSULAR COURT.

RE GEORGE THOMPSON, DECEASED.

This probate case, which has occupied the attention of the Supreme Consular Court for the last three days, ended yesterday afternoon by a compromise between the two interested parties, Mr. Paterson (on behalf of his daughter a minor and the next-of-kin of the testator) and Mrs. Colvin, who claimed under a will of the testator.

Mrs. Colvin was represented by Mr. Briscoe and Mr. Wakeman Long, and Mr. Paterson by Mr. A. S. Preston.

A feature in the case was the medical testimony, Dr. Morrison, who attended the Dr. Legrand, and Dr. Nolan, the Government experts, being all called as witnesses. Several witnesses on both sides also deposed to their knowledge of the testator and of his mental condition during the last few years of his life.

Judge de Saussarez is probably leaving Alexandria on Wednesday next.

ROYAL HUNGARIAN LOTTERY.

The banking-firm of El Nassib (R. Kondfeld) 12 Rue Tewfik, Alexandria, communicates to us the following despatch concerning the results of yesterday's drawing of the Royal Hungarian Lottery:—

No. 39240 wins 60,000 crowns.

" 39948 " 20,000 "

" 57566 " 10,000 "

" 60966 " 5,000 "

[Provided there has been no error in transmission by telegraph].

STEAMER MOVEMENTS.

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The Moss line *Ramesses* arrived at Liverpool yesterday afternoon. The Khedivial express mail S.S. *Ismailia* will leave Alexandria on Wednesday for Piraeus, Smyrna, Mitylene, and Constantinople.

FORTUNE. [Advt.]

"YOU NEVER KNOW YOUR LUCK."

We publish in another column the advertisement of SAMUEL HECKSCHER SENN, OF HAMBURG.

This house has acquired a high reputation for the prompt payment of amounts won by persons here and in all parts of the world.

We would strongly recommend our readers to take particular notice of Mr. Hecksher's announcement and try their luck to win a

FORTUNE. [Advt.]

"DEFECTIVE SIGHT."

and cordially invites all medical men to see them and to test their

practical utility.

Hours: 10 to 12.30 and 2 to 6.

Mr. DAVIDSON'S latest invention

(patented) is a new SUN GLASS, which

absolutely prevents any of the ill effects of

SUN GLARE.

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THE SUEZ CANAL.

BRITISH SHIPOWNER'S PROTESTS.

We have received a copy of correspondence between the Chamber of Shipping of the United Kingdom and the Marine Department of the Board of Trade on the subject of the measurement of the deck erections of vessels using the Suez Canal, from which we take the subjoined extracts:

From the Board of Trade to the Chamber of Shipping.

Board of Trade, Marine Department.

Aug. 29, 1904.

With reference to previous correspondence respecting the measurement of the deck erections of vessels for the Suez Canal tonnage, I am directed by the Board of Trade to state, for the information of the Chamber of Shipping of the United Kingdom, that a conference on this subject was held in May last between representatives of the Suez Canal Company and this Department with a view to arrive at a definite understanding as to the treatment of these spaces.

The Constantinople Rules which govern the measurements made for Suez Canal tonnage provide for the inclusion in the gross tonnage of all deck spaces available for the transport of goods or passengers, and also for the inclusion of such spaces which, though open at the time of measurement, could be easily closed in after measurement, and so made better fitted for the carriage of goods and passengers.

The Board are of opinion that in dealing with this question it is only fair to take into consideration the fact that these erections are of considerable value as protective spaces to the ship, and are not in a great many cases primarily intended to carry cargo, although cargo can be stored in them. This view was strongly represented to the Suez Canal Company, and they, after consulting other countries immediately concerned in the question, have decided to adopt a method of measurement in which due allowance is made for this view, and have issued new regulations on the subject.

Having regard to the literal construction that may be placed upon the provisions of the Constantinople Rules on this point, the Board have decided that the regulations in question afford a satisfactory solution of the difficulties attending this question, and are issuing instructions (of which a copy is enclosed) to their officers in the matter.

T. W. P. BLOMFIELD.

From the same to the same.

August 30, 1904.

With reference to the letter from this Department of the 29th inst., respecting the new arrangement with the Suez Canal Company regarding the measurement of the deck spaces of vessels, I am directed by the Board of Trade to state, for the information of the Chamber of Shipping of the United Kingdom, that they have received a letter through the Foreign Office from the British directors of the Suez Canal Company, stating that the company have decided to reimburse the dues levied on deck spaces in the case of vessels which under the new arrangement will be exempted from such charges, and that the reimbursements will be made as soon as the arrangement in question comes into operation.

T. W. P. BLOMFIELD.

The Chamber of Shipping have addressed a long letter signed by the secretary (Mr. W. H. Cooke), dated November 7, to the Marine Department of the Board of Trade, expressing dissent from the understanding arrived at by the Board with the Suez Canal Company, on the ground that it is not a satisfactory settlement of the questions at issue. We append the following extracts from this letter:

"It appears to have been assumed that the Suez Canal Company were justified in including the partially enclosed spaces in the Suez Canal tonnage, and, practically, the Board of Trade have only succeeded in getting some allowances made alongside the engine and boiler casings.

"When it is considered that in many vessels the officers and engineers are berthed beside the midship houses and alongside the casings referred to, and that such erections are already included in the tonnage and afterwards deducted as crew space, it is obvious that the deductions or allowances secured by the Board of Trade are altogether insignificant.

"Several vessels have been measured to ascertain how their tonnage would be affected, when these allowances are taken into account, as compared with the measurement proposed by the Suez Canal Company before the intervention of the Board of Trade, with the result that the allowances will amount to only about 10 per cent of the extra tonnage on which dues would have been charged by the Suez Canal Company.

"But it has to be borne in mind that, if the arrangement made with the Board of Trade be carried out, dues may be charged on the additional space, even though it should never be used for the stowage of cargo; whereas the Suez Canal Company proposed to charge dues only on such space if it were at any time utilized during the passage through the Canal.

"My council firmly adhere to the position which they have all along taken up, and they do not admit the right of the Suez Canal Company to charge dues on partially enclosed spaces, except in cases where they are being used for cargo purposes while passing through the Suez Canal.

"If the Suez Canal Company base their right to charge these dues on the International Rules as originally framed at Constantinople in 1873, my council are justified in saying that they are now putting a different interpretation on these rules from that which they have done for the last 30 years. My council cannot acquiesce in such an unfairly new

departure, which inflicts serious hardship on many vessels which have been designed and built in accordance with the practice which hitherto obtained in the levying of the Suez Canal dues.

"The question is a much larger one than the Suez Canal Company appear to realize, and it can only be properly dealt with, in the opinion of my council, by a frank interchange of views between the Suez Canal Company and the shipowners. My council, therefore, still adhere to their proposal that a conference should take place in London, at which all interested should be represented, in order to deal with this matter—which has created much dissatisfaction—and, also, with other questions closely connected with the Suez Canal.

"The Suez Canal Company have, no doubt, been largely influenced by the views which have been expressed by the London Committee, but my council do not admit that the London Committee, as at present constituted, can be regarded as representing the views of the shipowners of the United Kingdom.

"As the result of the conferences which took place in London in 1883 between Monsieur de Lesseps and representative shipowners the London Committee was formed as a medium of communication between the shipowners of the United Kingdom and the Suez Canal Company in Paris, so that the views of British shipowners might be fairly placed before the Suez Canal Company and all causes of friction be removed.

"Since that time many changes have taken place in the composition of the London Committee, and as vacancies have occurred these have been filled up on the nomination of the remaining members of the London Committee without the general body of shipowners of the United Kingdom being in any way consulted...

"The result is that the London Committee have committed the shipowners of the United Kingdom on two most important questions—namely, the treatment of partially enclosed spaces and the reduction of the Canal dues. Against their action in both these matters my council desire to enter their protest.

"No British shipowner could object to such eminent shipowners as Sir Thomas Sutherland, Sir James Mackay, and Mr. F. Green being members of any committee representing British shipping interests, but if these gentlemen act in a representative capacity, it goes without saying that those whom they are supposed to represent should at least be consulted before any important departure from their previous practice is made by the Suez Canal Company.

"As regards the other members of the London Committee, I have again to point out that, so far as is known to my council, three of them are not now shipowners, and the fourth—though a shipowner—is one whose vessels do not make use of the Suez Canal. My council, therefore, feel that the time has come when the London Committee should be nominated by the shipowners of the United Kingdom, whose views and interests should be adequately represented at the board of the Suez Canal Company, as was manifestly the intention of M. de Lesseps when the London Committee was formed.

"My council will be glad if the Board of Trade can in the means of bringing about the proposed conference, and they will feel obliged by your furnishing the Government directors of the Suez Canal, and the Suez Canal Company itself, with a copy of this letter."

GROWTH OF THE "CITY LINE."

REMARKABLE PROGRESS.

FROM THE LIVERPOOL JOURNAL OF COMMERCE

The latest development of the City Line of steamers from Birkenhead to Bombay, Karachi, Colombo, and Calcutta, is the provision of saloon carriages attached to the fast Great Western express from Paddington, and 42 first and second-class passengers availed themselves of the new facilities in connection with the departure of the City of York from Birkenhead, at midnight on Tuesday. With the removal of the Line to Liverpool, which has long been contemplated, there is no reason why an Oriental boat train should not be run to meet the City Line boats just as American boat trains are run to meet the Atlantic liners. Passenger traffic with the East is capable of great expansion; British officers and civil servants and their families are constantly travelling to and fro, and the City Line boats also touch at Malta, Port Said, Suez, and Ismailia (for Egypt and the Holy Land), in the season, which begins next month, when thousands of the richer classes flock to warmer climates to escape the rigour of the English winter. It is the more creditable to the enterprise of the City Line that, without a penny of Government subsidy, they have been able to do so much, for they have built up a fleet of the best, largest, and fastest passenger and cargo vessels afloat, of which four, the City of Athens, City of Benares, City of Manchester, and City of York, aggregating 32,856 tons, specially built for the passenger traffic, have been added to the line within the last three years. Each vessel has every requisite for comfort in tropical and cold climates; the saloon and state rooms are situated a midships, and are lighted by electricity. The dining and smoking saloons of the City of Benares are not inferior to those of first-class Atlantic liners. In the matter of speed, the City of York, has reduced the voyage from Birkenhead to Calcutta from 30 days to 24 days 6 hours 40 minutes steaming time, being an average speed of 31½ knots per day, and the voyage to Calcutta has been reduced by the City Liners on an average five days.

LETTER TO THE EDITOR.

We do not hold ourselves responsible for the opinions expressed by our correspondents, but we wish, in a spirit of fair play to all, to permit within certain necessary limits—free discussion.

BRITISH TRADE IN EGYPT.

TO THE EDITOR OF THE EGYPTIAN GAZETTE.

Dear Sir—Every one interested in British trade, wealth, and welfare must feel indebted to you for having raised the question of "British trade" in your valuable journal, and opened your columns to a correspondence on the subject, which gives us all the advantage of hearing the opinions of those whose position and daily occupation enables them to give us exact particulars with regard to the subject—indeed they are the only people in this, or in any other country, whose opinions (on this subject) we are worthy of.

The statements of your correspondents "Cast Steel" and "Rags" (Cairo) and "Trade-man" (Alexandria) in the *Gazette*, are perfectly correct but do not go so far as they might do as foreign agents, although of very high standing when representing foreign firms, in the same article as the British firm leave no stone unturned to drive the British-made article out of the market. I can quote you an instance of a foreign firm who sent a traveller here to push printed lans and fancy-colored batistes (an article formerly exclusively obtained from England) and to impress the shopkeepers he visited, the Cairo agent produced in support of his statements against the British-made article extracts from the reports of British Consuls in all parts of the world, complaining that British manufacturers would not, in the case of low-class goods (as produced), turn out any fancy patterns, and always stuck to their stripes and squares, which are now almost unsaleable in this country alongside the fancy article made on the continent for nearly the same price.

Furthermore, he impressed on each would-be customer that, as stated in the British consular reports, British firms would not give credit, while he was ready to give any conditions. He suggested 6 or 9 months, and longer if desired—all he wanted was a trial order, and he only wished for this in the interest of the shopkeeper's own business, as his article appeared "just like silk," etc. Well, Mr. Editor, the result was that he received orders in Cairo alone amounting to about 120,000 francs (nearly £4,800). It is not his success that concerns me, but I must ask you to inform your readers that his statements against British firms, although in some cases culled from consular reports, are absolutely incorrect, and are in every respect a very great injustice to British firms and British workmen. I can state on the highest possible authority that British manufacturers will produce any shade or pattern of any article asked for and the only condition they make is that in the case of a special article, not needed for the general market, a certain quantity be ordered. They are most obliging and desire only to meet the wishes of their customers. They will even go so far as to produce a special article for any special market, and will meet the price desired by the customer, always giving good and honest value for the price charged.

With regard to credit, British manufacturers are willing and able to give better conditions than are most, if not all, of the Continental manufacturers. The systems are so entirely different, that if the British system was known generally in this country, it would be appreciated to the extent it deserves, as it would save shopkeepers and others from the danger of being declared as a bankrupt, as at present, if unable to meet an accepted Bill on a certain date.

When a British firm has satisfied itself (through a Cairo bank or other reliable source of information) regarding the customer, it opens a current account up to a certain sum, maturing in, say, 6 months, or as agreed upon, and always bringing cash to hand to the credit of the oldest part of the account, and shipping goods as demanded within the limit agreed to (which may be up to any sum, according to the credit or transactions of the customer). Should the customer be in any particular month, such as the summer months in Egypt, when money is scarce, unable to send his remittance when due, he has only to write explaining, and the explanation is always accepted. In many cases he is not even charged interest for the days overdue, and in every case the British firm shows a desire to help its customer and to "keep him going." They never think of "getting him in a tight corner." Many of the leading firms in England pride themselves on the fact that not a man whose name was on their books ever went bankrupt while doing business with them.

I am speaking with the highest possible authority in saying that almost every man engaged in trade in Egypt or in any other country can, if he so wishes, bring about being treated in the above manner by the manufacturer of almost every article in which he trades, which would contain save him from a lot of the worry which attends having to meet "Drafts at Sight" or Bills presented for payment on certain dates. It would also relieve the Mixed Tribunals of nearly all their present commercial work of "protesting bills" and dealing with cases of failures, brought about in many cases by a man being unable to meet a bill presented for payment on a certain date with instructions to bring the trade to ruin if he can't meet the bill at time of presentation.

Continental system is and needs to be entirely different, as the very great majority of Continental firms do not command anything like the wealth and facilities at the disposal of British firms and, consequently, every point of the extreme difference between the two systems tells against the trader, and in favour of the British but against the Continental system.

In almost all cases when goods are despatched from a house on the Continent, a "trate"

(or bill), payable on a certain date, is immediately instituted by the sender of the goods, and at once (without waiting for the acceptance of the receiver of the goods, or any news of their arrival) discounted or cashed to the firm by a local banker or other person in his city. This enables the manufacturer to at once receive the money he needs, to pay for his raw material or the wages of his workmen, although the goods representing the value of the bill or "trate" may be delayed at Marseilles for months afterwards, and when they do arrive, they may or may not be up to quality agreed upon. But the sender has his money and cares very little. The bill, or "trate," finally reaches a bank in Cairo (very often before the arrival of the goods) with instructions, in case of non-payment on presentation, to protest it in Mixed Tribunals and to sell up the trader in case of necessity. The feelings of the Egyptian trader can be better imagined than explained, and in many cases, to save his name from the disgrace of a protest in the Mixed Tribunals, he pays the bill before the receiver of the goods representing its value. On the other hand, even if his goods did arrive without any delay, it may easily happen that the trader is for the moment short of hard cash to meet the bill in full. But, Sir, in full it must be paid, or go into the Mixed Courts next morning (very often on the same day). So damaging is this Continental system to the trader, that although only in temporary difficulties for ready cash, it causes such worry that he, in some cases, neglects his business and is brought to ruin; whereas, if he had been trading with British houses, he could never be in such a position.

I can support every word stated above, and in conclusion have no hesitation in saying that it is only British firms who really give credit which is of use to the trader, and that the so-called credit offered by Continental firms, only helps to bring the trader to ruin and creates a lot of disagreeable work for our banks and the Mixed Tribunals. I shall be glad if any of your readers can contradict one word of what I have stated above, and being hard facts, I hope that the newspapers published in the Arabic language will think it worth while reproducing some of them for the information of the large numbers of their readers who are engaged in trade.

I am, etc.,
"ONE WHO KNOWS."

Cairo, November 18.

Anglo-American Nile Steamer,
HOTEL COMPANY.

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EGYPTIAN RESEARCH.

The want of money to carry on the work of the Egyptian Exploration Fund has, we are glad to see, drawn the attention of the London Press to the subject. The *Globe*, for example, makes the following comments:

If there is any country which should take a special interest in exploring the buried treasures of Ancient Egypt it is England. It is due to English statesmanship that some of its former prosperity is coming back to the land of the Pharaohs, together with the benefits of modern and Western civilisation. The English people have been learning, under the guidance of able European archaeologists, and with the invaluable help of the Egypt Exploration Fund, to appreciate the wisdom of the men who built the Pyramids, and to trace the progress achieved on the banks of the Nile through the centuries that have elapsed since the days of the Exodus. And, much as we have come to know already, we are doubtless on the brink of still greater discoveries, which may throw unexpected light upon our own Sacred Books, and even upon Primitive Christianity itself. The report presented at the annual general meeting of the Fund yesterday, and the explanations offered by Sir John Evans from the brink of the abyss, are full of instruction, and warrant the highest hopes for the future. It is much to have come into possession of a new volume of "Sayings of Jesus," and yet more startling finds may await the continuance of well-directed research. It is disquieting, however, to hear that financially the great enterprise is not prospering. This year's report—the eighteenth since the Fund was instituted—is the most favourable since the work was begun. The fact surely requires only to be generally known to ensure a change for the better. We are told that subscriptions have fallen off from America, because the Americans now prefer to work for themselves; and we have energetic rivals in Europe. To maintain the proud position of England in this matter a considerable expenditure is required, and yet we find that the present outlay is much in excess of the income.

PHOTOGRAPHIE REISER
(REISER & BINDER)SPECIALITY :
Childrens Photos.

High Class Portraits.

ALEXANDRIA : OLD BOURSE STREET.

CAIRO : OPPOSITE OTTOMAN BANK.

DRAMA IN REAL LIFE.

Rome, Tuesday.—Every now and then in Italy there is a mysterious tragedy which would make the fortune of a dramatist. Unfortunately for the public which reads, the police too often fail to unravel the mystery.

A case of this kind has just happened in Bologna. The story of one of the two actors, and the only living one, is that she was in bed when her husband's orderly burst into the room exclaiming, "I shall kill you, and then put an end to myself," and while the terrified woman was rushing from the room he committed suicide. The mystery lies in the fact that he had five wounds, four of which were pronounced mortal, and the question at once became, Could they all have been self-inflicted? The experts said no, so the theory was advanced that Signora Battisti had had two lovers, the orderly and another, that one or the other had found her with his rival, and the tragedy had ensued. So grave were the doubts, that she was arrested, and was in prison for a month on suspicion, not of murder, but of complicity in man slaughter. Her husband, Captain Battisti, proved a clear *alibi*. She has been released from prison, and there the question stands, and always will, as she, the only known witness, sticks to her original story.

If she is innocent, which the public seems to think, she is, indeed, a victim of circumstances and the police. Her record is of the best, an affectionate mother, and devoted wife, quiet and home-loving, with no friends to speak of, one who lived for and in her family; but Fate has decreed that she must go through life with the stigma of "want of evidence." After all, Fate is a bad dramatist. On the stage the mystery would have been lifted one way or the other.

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Really wholesome Confectionery.

his popular English Biscuits can be obtained at :

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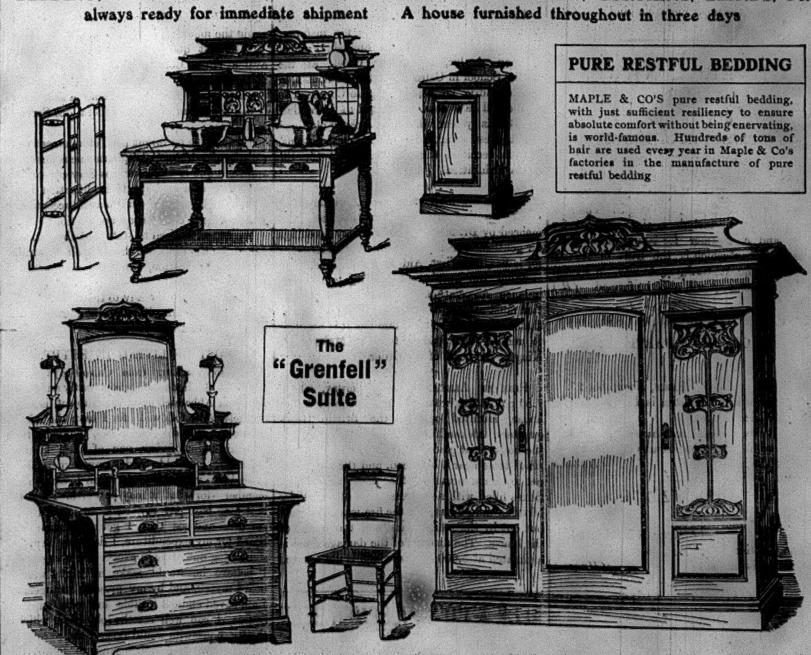
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UNDER THE MOSQUITO NET.

"As I lay a thinkygo"
In oldby.

Casting about for a subject for this week's paper, I asked the Editor if he could suggest one. He replied: "Write about the moral needs of Alexandria." A reverend gentleman present said that if I did, I should limit my remarks to the office of the *Egyptian Gazette*. Now this would be cruel on my part, seeing that my last week's paper was on religion, and that next week I intend to deal with a very important matter connected with morality, on which I am awaiting fuller information than I at present possess.

The cost of living in Egypt has been the subject of much correspondence in the *Gazette* during the last few months. To a comparatively new comer the question is one of great importance, and in a case where the income is limited, especially so. From personal experience I have not found that the cost of living is so greatly in excess of what it was in London,—indeed, on the average, taking the many things that are cheaper here are against those that are dearer, there does not seem to be much difference in the long run. A great deal depends upon how you go to market—and where—and above all, whether you do the buying yourself or leave it to others to do for you.

To prove this I should have to go into details unsuited to this column. But I am quite prepared to substantiate my statements and cannot at all agree with the correspondent who asserted last week that to equalise matters an income three times the amount necessary in England is required in Egypt. 50 per cent more would, I think, be all that is necessary to enable one to live in the same degree of comfort here as in England, while the advantages in the way of climate, opportunity for study of Egyptian manners and customs, as well as the many objects of interest in this wonderful country, are certainly worth some consideration.

Much depends upon the spirit in which one comes to Egypt and the exercise of, to say the least, an impartial and open-to-conviction frame of mind. Too many people just come to Egypt for the sole purpose of making money and getting out of it again as soon as they have effected that purpose. They express by word and action the greatest contempt for the Arab, quite failing to recognise that this is not their country and that as strangers in a foreign land courtesy and consideration should be shown to the native.

If there is one thing more than another that has impressed itself upon both my wife and myself, it is the dignified bearing of the Arab, and it is a matter of every-day remark with us how favourably in the grace of his movements he contrasts with the European. Despite the centuries of oppression that have, in great

measure, if not entirely, caused the Egyptian fellah to be what he is—and, indeed the whole nation to be wanting in the powers to govern themselves (may this power soon come to them!), there is abundant evidence of a nobility of character that only needs encouragement to bring out those qualities that are always associated with true nobility.

And despite my want of knowledge of Arabic and my consequent inability to converse with Arabs, I experience no other feeling than that of pleasure when in their company. If quick-tempered they are invariably good-tempered when nothing is done to arouse ill-feeling, while their fondness for children and anxiety to prevent their running into any sort of danger, is very noticeable. But the Arab is very intuitive, and is quite capable of repaying scorn with scorn, mistrust with mistrust, dislike with dislike.

England has not yet succeeded in winning the affection of the Arabs. Nor will she do so if Englishmen persist in assuming an attitude of superiority over the natives. The Arab nature is just the one to appreciate kindness, and if judicial advice in the management of affairs of state is only accompanied by philanthropic effort on the part of the many English men and women who have plenty of spare time on their hands in which to do really useful and interesting work, a great step will have been taken towards the object many have at heart,—the upliftment, social and moral, of the Egyptian people.

It would be quite a mistake to suppose that any great and organised movement is necessary in order to achieve this object. It is in little things that great things have their origin. Life is made up of little things,—far more so than many people imagine. As the straw will show from which quarter the wind is blowing, and as the feather will show which way the water is flowing, so the most trivial action will show the spirit by which it is animated. It is, I know, a very difficult matter to overcome prejudices, especially deeply-rooted and long-standing ones, but if the effort is made and racial ones can be surmounted, the result will show how desirable an end has been accomplished.

This matter is one on which individual effort is more wanted than a collective one, which would perhaps give as a result great cry and little wool. When personal observation has been brought to bear and needs are seen which collective action can supply (and such needs would soon be found!)—then I do not for a moment imagine that Lord and Lady Cromer would hesitate at once to place themselves at the head of a movement designed to cope with existing evils and to bring about necessary social reforms.

T. A.

MAHMOUDIEH CANAL

INCREASE OF TRAFFIC.

The British Chamber of Commerce of Egypt have received some statistics of the boat traffic on the Mahmoudieh Canal, which entirely justify the expectations of those who advocated the abolition of the lock and bridge tolls, with a view to facilitating navigation and increasing trade.

From the figures received we observe that during the three years preceding the removal of tolls (1898, 1899, and 1900), between two and three thousand boats passed Atteh lock from each direction annually; in the first year after the abolition of the tolls, the figure sprang from two thousand to eight thousand from each direction, and the increase has continued, till in 1903 the total number of boats that passed Atteh lock was 23,099, against 4,564 in 1900, the last year that the tolls were in force.

At Kafr Dawar lock the total of 13,724 in 1900 has risen to 35,732 in 1903.

There has also been a steady increase in the traffic between the Mahmoudieh Canal and the sea for the last three years, since the swing-bridges in the neighbourhood of Minet-el-Bassel have been put into good order. Previous to 1901 these bridges had fallen into such a bad state of repair that they could not be opened, and all direct communication between sea and canal was stopped. In 1903, 2,885 vessels passed from the canal to the sea, and 4,546 in the opposite direction. Of these, 29 were steamers, 1,143 were large sailing boats, 79 were smaller boats, and 6,127 were lighters and barges; the remainder consisting of pumps, dabbabs, lighters, etc.

The water transport would be of far greater use and value if suitable provision could be made for disembarking goods at Cairo. At present the carrying trade of the sailing vessels is severely handicapped by the complete absence of accommodation, especially at those seasons of the year when the river is low and the banks soft and muddy, and it becomes almost impossible to lift heavy weights to the level of the road till the soil has dried. The effect of this disadvantage is to throw a considerable portion of the trade into the hands of the steamboat companies, who possess their own landing-stages. The freight charges on the sailing boats are lower than on the steamers, and with a good landing-stage at Embabeh the former would probably do a greatly increased business.

We give the total number of vessels passing through the locks for the last six years:—

Year	Atteh	Kafr-Dawar	To and from sea
1898	With tolls	5,705	19,801
1899	With tolls	4,451	14,104
1900	With tolls	4,764	18,724
1901	Without tolls	18,719	31,997
1902	Without tolls	18,384	27,250
1903	Without tolls	38,099	55,782
			7,481

JUDGE OF THE SUPREME COURT

Was Alarmingly Afflicted With La Grippe.
Cured by Pe-ru-na.



HON. W. H. PARSONS.



reaches the source of all diseases of the mucous membranes by its action on the vasomotor system of nerves.

Every person who has had la grippe during the last year should take a course of Peruna. No one need expect perfect recovery unless they do so. The grippe has produced catarrhal inflammation of the whole mucous membrane, and good health is impossible until these are restored to a normal condition. This Peruna will do. A great many remedies have been suggested for this condition from time to time, but Peruna appears to be the only remedy that has any substantial value in these cases. It has never failed to give satisfaction, and it is a safe remedy, and still occupies the unique position of being the leading (if not the only) specific remedy for the after-effects of la grippe.

Henry Distin, the inventor and maker of all the band instruments for the Henry Distin Manufacturing Co., writes the following from 1411 South Ninth street, Philadelphia, Pa.:

"Upon the recommendation of personal friends and many strong testimonials as to the efficacy of Peruna in the treatment of the numerous symptoms of the grippe with which I have been afflicted for four months past, I have been induced to undergo a treatment with this famous celebrated formula. I feel a decided change for the better after using it only one week. It is especially good in toning up the stomach and has had a decided effect on the appetite. I therefore feel much encouraged that I am on the road to complete recovery."

"My numerous friends in Texas, where I have had the honor to command a brigade of her Veteran Cavalry in a four years' war, may accept this voluntary testimonial to the merits of Peruna as a sense of obligation on my part for its wonderful efficacy." —W. H. Parsons.

There is no remedy in the world that soothes while it stimulates, heals as it conditions the conditions produced by la grippe. Peruna is not a purgative, gripe better than the remedy, Peruna, or cathartic, or sedative, or stimulant. Peruna strengthens as it revives, nor a vegetable or mineral poison. It

A reward of \$10,000 has been deposited in the Market Exchange Bank, Columbus, Ohio, as a guarantee that the above testimonial is genuine; that we hold in our possession authentic letters certifying to the same. Every one of our testimonials are genuine and in the words of the one whose name is appended.

For special directions every one should read "THEILLS OF LIFE," a copy of which surrounds each bottle. Peruna is for sale by all chemists and druggists at five shillings per bottle or six bottles for twenty-five shillings.

Those wishing direct correspondence with Dr. HARTMAN and can wait the necessary delay in receiving a reply should address Dr. S. B. HARTMAN, Columbus, Ohio, U.S.A.

The following wholesale druggist will supply the retail drug trade in Alexandria, Egypt.

MAX FISCHER,
Alexandria, Egypt.

WATSON'S

DISTILLERS, DUNDEE.

Selected "THREE STARS" Old Blended Glenlivet

(BLUE RIBAND)

FAMOUS DUNDEE BLEND SEVEN YEARS OLD

"N° 10" OLD SCOTCH WHISKY.

SCOTCH WHISKY LIQUEUR FROM THE ORIGINAL RECEIPT.

5th MAY 1815.



AGENTS:

ALEXANDRIA: CASSAR BROTHERS, Marina.

PORT-SAID: WILLS & Co., Eastern Exchange.

CAIRO & SUDAN: A. D. JERONYMIDES, Continental Stores.

CHRONIQUE THEATRALE

I PHIGENIE

En guise d'adieux M. Silvain a joué hier soir l'Iphigénie de M. Jean Moreas. L'ancien chef d'école des poètes dédaignés n'a pas complètement dépouillé le vieil homme dans son imitation de la tragédie d'Euripide. Les licences incompatibles avec la pureté du style, les inversions contraires au génie de la langue y sont légion et déparent souvent des strophes ou des tirades par ailleurs assez bien travaillées; Ainsi, par exemple :

Eros au visage charmant
du son arc deux traits jumeaux tire

Ou encore :

De l'opprobre gare mon cœur
et qu'un beau renom je mérite

sont des inversions qui blessent l'originalité que les règles de la versification.

O Pâris aux cheveux d'or,
Ah! que n'es-tu pas encore

Bouvier de génisses blanches!

Près des sources, sous les branches,

Que n'es-tu pas occupé

Da matin au soir à faire

Résorner comme nègre

Un roseau par ton coupé!

Que ce n'est pas arrange bien des choses
mais il n'est pas français et les quatre derniers vers ne sont que de la mauvaise prose rimée. Il suffit de les lire avec un peu d'attention pour s'en apercevoir.

Malgré ces fâches de prosélos et d'autres analogues, qui tourmentent dans l'œuvre, on y trouve par ci par là de beaux vers et de belles strophes, des vers qu'on croirait écrits par un de nos grands poètes classiques.

M. Silvain a d'ailleurs merveilleusement interprété le rôle d'Agamemnon, en se conformant aux données de l'histoire. L'Iphigénie de Mme Silvain a été admirable. La scène où elle se livre en sacrifice pour la Grèce a été sublime. La voix un peu dure de Mme Marbeau ne seyait pas trop mal à son rôle de Clytemnestre. Mme Belval et Barati ont été charmantes dans le début de leurs strophes. M. Jean Renaud s'est efforcé d'être bouillant dans Achille; mais il y a réussi avec peine. M. Léon Morgan, par exemple, a été tout à fait manqué dans son rôle de viséillard. Il n'en avait ni le geste ni la voix.

L'audioire, moins nombreux que de coutume, n'a pas été moins enthousiaste et cela se conçoit, car l'art du discours effaçait les fautes du poète.

L'Art de Dire

Les admirateurs de Silvain se sont rendus hier en foule au Khevidial Hotel pour assister à sa conférence, ou plutôt à sa causerie, sur l'Art de dire. Il a su, grâce à ce sujet dont il connaît la pratique mieux peut-être que la théorie, passer en revue de la façon la plus intéressante les principes de la diction : 1^o choix des bons auteurs, la prononciation et l'articulation des mots, les arrêts pour respirer, la façon de faire valoir une période, une strophe, etc. Ces préceptes ont été heureusement entremêlés d'exemples, où s'est révélé le talent de l'admirable diseur qu'est Silvain. Il a terminé sa causerie par la déclamation d'un passage des Bravures de Victor Hugo où il a été admirable et chaleureusement applaudi.

MOUVEMENT MARITIME
DU PORT D'ALEXANDRIE

ARRIVÉES

25 novembre

Blyth: 10 j. 8/4, vap. nov. Helga, cap. Rojahn, ton. 1671, à Barbs & Co.

Beyrouth et Port-Saïd: 14 h., vap. franco. Portugal, cap. Biquier, ton. 3368, aux Messageries Maritimes.

26 novembre

Cardiff: 15 j. 1, 2 vap. ang. Poldhu, cap. Hamby, ton. 1790, à Barbs & Co.

Londres et Malte: 4 j. 3/4, 8/4, vap. ang. Boldera, cap. Fletcher, ton. 965, à Tamucco.

Mersina et Port-Saïd: 20 h., vap. ang. Esperanza, cap. Berry, ton. 424, à Minotto.

Hudkwall: 23 j. 8/4, vap. nov. Syura, capitaine Horbitz, ton. 1920, à Grace & Co.

Constantinople et Port-Saïd: 16 h., vap. autrichien Esterre, cap. Riedrich, ton. 1892, au Lloyd Autrichien.

DEPARTS

25 novembre

Pirée et Olessa: vap. russe Tzar, cap. Eimerly. Candie: vap. hell. Athéna, cap. Catranatos. Mersina: vap. ang. Bravo, cap. MacLaren, sur les.

EASTERN TELEGRAPH CO., LTD.

APPROVED TIME received in transmitters & Report telegrams from England to Alexandria on Fri. ev. 25th November, 1904.

OUTWARD

(Between the hours of 10 a.m. and 6 p.m., Cairo time)

TELEGRAMS RECEIVED IN ENGLISH

TELEGRAMS RECEIVED IN FRENCH

TELEGRAMS RECEIVED IN GERMAN

TELEGRAMS RECEIVED IN SPANISH

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Anglo-Egyptian Spinning & Weaving Co.
LIMITED.

ASSEMBLEE GENERALE ORDINAIRE.

Messieurs les actionnaires sont convoqués en Assemblée Générale Ordinaire le Lundi 12 Décembre prochain à 5 h. de l'heure dans les locaux de la National Bank of Egypt à Alexandrie.

ORDRE DU JOUR :

Rapport du Conseil d'Administration, Approbation des comptes, Election des censeurs.

Les porteurs d'actions devront, pour prendre part à l'assemblée, déposer leurs actions 3 jours au moins avant la réunion dans une des Banques ci-après désignées au Caire ou à Alexandrie.

National Bank of Egypt, Crédit Lyonnais, Anglo-Egyptian Bank Ltd., Banque Impériale Ottomane, Bank of Egypt Ltd., Banque d'Athènes ou au Siège de la Compagnie à Liverpool, 7, Sweeting Street, Alexandrie, le 21 Novembre 1904.

Le Président,

ELWIN PALMER.

24981-3-1

J. S. WATSON,
STEEL LIGHTER, BARGE, & STEAM BOAT BUILDER,
GAINSBOROUGH, ENGLAND.

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MR. W. E. KINGSFORD, SHARJAH KASH-EL-NIL, CAIRO.

24841

Alexandria General Produce Association
BULLETIN HEBDOMADAIRE.

Vendredi à midi, le 25 Novembre 1904.

COTTON

ARRIVAGES	EXPORTATIONS						STOCK
	Angleterre		Continent		Total		
Balles	Cantars	Balles	Cantars	Balles	Cantars	Balles	Cantars
Cette semaine	278 294	14,684	111,004	9,184	58,607	25,768	19,186
Même semaine 1903	309 846	16,297	118,864	9,709	59,904	26,768	19,186
A partir du 1 sept. 1904	120,688	12,134	124,334	11,200	60,420	30,764	15,647,949
Même époque 1903	149,011	120,688	92,475	77,529	67,041	31,524	15,635,089
ÉTATS-UNIS.—Cette semaine 1904 19,08 bal. et 14,591 cantars; 1903 19,08 bal. et 15,000 cantars;							
À partir du 1er septembre 1904 1,941 bal. et 92,18 cantars; époque 1904 10,876 bal. et 83,718 cantars.							
Y compris stock au 1er septembre 1904 cantars (99,000).							
							au 1er septembre 1904 1 cantars 69,000

GRAINES DE COTTON

ARRIVAGES	EXPORTATIONS						TOURTEAUX
	Angleterre		Continent		Total		
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	114,418	7,550	8,264	78,431	905	1,51	
Même semaine 1903	132,718	15,659	11,000	11,000			
A partir du 1 sept. 1904	1,78,811	60,934	23,498	718,451	9,498	20,707	
Même époque 1903	1,66,419	708,424	53,760	762,75			
STOCK au 1er septembre 1904 78,431 ardoise à partir du 1er septembre 1904 même époque 1903 1 ardoise.							
Y compris stock constaté à la fin du 1er septembre 1904 1 ardoise.							
ÉTATS-UNIS.—Cette semaine 1904 81,354 ardoise à partir du 1er septembre 1904 1,941 bal. et 92,18 cantars; époque 1904 10,876 bal. et 83,718 cantars.							
Y compris stock au 1er septembre 1904 cantars (99,000).							

GRAINES DE COTTON

ARRIVAGES	EXPORTATIONS						Arrivages	Export.
	Angleterre		Continent		Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	15	—	757	29	710	—	21,180	
Même semaine 1903	120,688	942	143,783	65,343	209,139	—	135,578	
A partir du 1er avril 1904	15,883	17,94	440	—	—	—	—	
Même époque 1903	271,076	2,075	71,54	91,819	155,578	—	—	
STOCK au 1er avril 1904, ardoise 17,100.								

FEBB

ARRIVAGES	EXPORTATIONS						Consommation locale	STOCK
	Balles	Béhères	Angleterre	Continent	Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	162	2,269	—	—	—	—	—	—
Même semaine 1903	142	1,515	—	—	—	—	—	—
A partir du 1er avril 1904	15,883	17,94	440	—	—	—	—	
Même époque 1903	271,076	2,075	71,54	91,819	155,578	—	—	
STOCK au 1er avril 1904, ardoise 17,100.								

B L E

ARRIVAGES	EXPORTATIONS						Consommation locale	STOCK
	Balles	Béhères	Angleterre	Continent	Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	162	2,269	—	—	—	—	—	—
Même semaine 1903	142	1,515	—	—	—	—	—	—
A partir du 1er avril 1904	15,883	17,94	440	—	—	—	—	
Même époque 1903	271,076	2,075	71,54	91,819	155,578	—	—	
STOCK au 1er avril 1904, ardoise 1,500.								

L E N T I L L E S

ARRIVAGES	EXPORTATIONS						Arrivages	Exportation
	Balles	Béhères	Angleterre	Continent	Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	9	—	643	715	—	—	—	—
Même semaine 1903	100	—	1,625	879	107	—	—	—
A partir du 1er avril 1904	4,588	—	1,625	879	107	—	—	—
Même époque 1903	4,007	—	3,176	7,748	72,241	—	—	—
STOCK au 1er avril 1904, ardoise 1,500.								

O R G E

ARRIVAGES	EXPORTATIONS						Arrivages	Exportation
	Balles	Béhères	Angleterre	Continent	Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	9	—	643	715	—	—	—	—
Même semaine 1903	100	—	1,625	879	107	—	—	—
A partir du 1er avril 1904	4,588	—	1,625	879	107	—	—	—
Même époque 1903	4,007	—	3,176	7,748	72,241	—	—	—
STOCK au 1er avril 1904, ardoise 1,500.								

M A I S

ARRIVAGES	EXPORTATIONS						Arrivages	Exportation
	Balles	Béhères	Angleterre	Continent	Total			
Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise
Cette semaine	9	—	—	—	—	—	—	—
Même semaine 1903	100	—	—	—	—	—	—	—
A partir du 1er avril 1904	4,588	—	—	—	—	—	—	—
Même époque 1903	4,007	—	—	—	—	—	—	—
STOCK au 1er avril 1904, ardoise 1,500.								

PRIX DE LA MARCHANDISE DISPONIBLE.

Prix	Graines de coton						Arrivages	Exportation
	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise	Ardoise		
Fair	Tall 13 1/2	—	—	—	—	—	—	—
Fair	13 1/2	—	—	—	—	—	—	—
Good-fair	13 1/2	—	—	—</td				